

BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: February 2 and 9, 2006

LOCATION OF CONFERENCES: JO Morton Building

ATTENDED BY: Christine Perron, Jon Evans, Charles Hood, Kit Morgan, and Ram Maddali NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Harry Kinter, FHWA; Michael Leach and Gerard Fortin, Vollmer Associates; Deb Loiselle, NHDES; Michael Lambert, Eric C. Mitchell & Associates, Inc.; Jason Ayotte, HTA; John Theriault, consultant for Wal-Mart; and Jamie Paine and Roch Laroche, CLD.

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

NOTES ON CONFERENCE

Thursday, February 2, 2006

Stratham/Epping-Lee, X-A000(392), 14452. Participant: Christine Perron.

A stone box culvert under NH Route 125 was reviewed. A new culvert is proposed for this site, which is located just south of the intersection of 125 and 152 in Lee. The box culvert is 5' x 6' and is under the middle of the road where the railroad once ran. Reinforced concrete pipes (42" diameter) extend 12' on either side of the box. Jim Garvin asked that black and white photographs be taken of the stone box from inside the culvert. Joyce McKay agreed to take the photographs. Once photographed, the box culvert could be replaced as proposed. Edna Feighner said there could be archaeological concerns in this area outside of the right-of-way; however, all work will be done within the existing right-of-way.

Gorham, X-A000(238), 14204. Participant: Kevin Nyhan and Tobie Reynolds.

The proposed project is part of the 2006 Federal Resurfacing Program and is intended to restore the riding surface of a portion of NH Route 16 in Gorham. The limits of work begin at the US Route 2/ NH Route 16 intersection, and proceed north approximately 3.8 miles to the Berlin town line. The proposed project will repave the existing roadway, re-stripe lane widths to yield two (2) 11-foot travel lanes and a 7-foot shoulder in each direction, and a 14-foot dual-use, center left-turn lane, and rehabilitate the deck (partial full depth repair) of the bridge over Moose Brook. In addition, guardrail, signage, and drainage will be upgraded to meet current safety standards. Guardrail work will extend slightly into the Town of Berlin. Given the level of disturbance and the limited scope of work, it was determined that no historic properties including archaeological resources would be affected by the construction of this project as long as the project stayed within its current footprint.

Londonderry (no project numbers). Participant: Michael Leach and Gerard Fortin, Vollmer Associates (224-0522; mleach@vollmer.com).

Jerry Fortin opened the meeting with a brief overview of the project, including the project limits and a brief history of the work Vollmer is doing for the Town of Londonderry, NH. The proposed design plan with pictures was described. Copies of plans at a reduced scale and pictures were provided to the group.

Michael Leach presented more detailed information about the project wetland impacts and description of the existing culvert. The work would involve wetland impacts of approximately 3,200 sf. and would require the removal and resetting of an existing stone wall along the northerly limits of the project. The southerly side of the roadway does not have a wall. The roadway is approximately 16 feet wide, gravel and would remain gravel after construction. The proposed roadway would be widened at the culvert location to 24 feet to allow two lanes of travel. In addition, any future upgrading of the roadway would not require additional impacts at the proposed culvert. Also, guardrail will be installed along both sides of the culvert crossing and 2H:1V riprap side slopes would be provided adjacent and within the wetlands to minimize the wetland impact areas.

A comment was made that the existing wall would likely be one of lowest grades reviewed by the commission since it appeared to be mostly stones piled along the roadway.

The existing culvert was further discussed. The culvert is a cast in place structure that had been repaired some time ago. The northerly end was replaced with a 30" concrete culvert. Currently no guardrail exists at this culvert.

An easement for construction from the northerly abutter has been obtained for the proposed work. The Town is currently negotiating with the southerly abutter to obtain an easement. The wetlands application would be submitted after receipt of the easement from the southerly abutter. Vollmer submitted to DRED (New Hampshire Heritage Inventory) and NHDHR prior to submission of the wetlands application. The response from NHDHR was to attend this meeting due to the proximity of existing historical sites east and west of the proposed project that are more than 500 feet away and to discuss the proposed wall impacts under the project. Vollmer had received the review by New Hampshire Heritage Inventory indicating that there were no species of concern in the project area and a copy of the letter was provided.

Raymond, Rex Tannery Dam (unregistered): Participants: Deb Loiselle (NHDES) Michael Lambert, Eric C. Mitchell & Associates, Inc., and Arleigh Greene and James Watkins, property owners

D. Loiselle facilitated introductions amongst the participants. She then provided a brief summary of recent discussions that had occurred relative to the proposed removal of this unregistered dam, which is better known as the Rex Tannery Dam. The dam is located in Raymond, NH, just south of Old Manchester Road and just southwest of downtown Raymond. Personnel from the NHDES Brownfields Program identified this unregistered dam in 2003 as a result of a field review. The review was then followed up by an inspection from Grace Levergood (NHDES Dam Bureau), which confirmed that this earthen berm met the definition of a dam. It was concluded that in fact there were two earthen dams that created this lagoon (better known as Lagoon 3). The construction of these dams was done prior to the current owners' acquisition and is estimated to have been constructed sometime

in the 1960/1970 timeframe. Because this is an unregistered dam, NHDES Dam Bureau does not have any historic information or photographs of this dam prior to 2003. D. Loiselle did note that current discussions with representatives with the NHDES Brownfields Program and Eric C. Mitchell & Associates, Inc (ECM) have indicated that the lagoon was previously associated with the Rex Tannery. When the tannery was first in operation, it discharged directly into the Lamprey River. Soon after, two lagoons were installed for discharge and settlement. The capacity of the original two lagoons was over capacity, so in 1960/1970 the third lagoon was constructed. The tannery burnt down in the late 1970s. The current owners have been informed that the dam(s) either need to be brought up to safety standards or removed. The owners are currently moving forward with the dam removal option.

M. Lambert (ECM) handed out a bound packet to the participants that included a location map and brief summary of the proposed dam removal project. He further emphasized that the current owners wish to remove both of the dams so that they no longer impound water. He also commented that one of the objectives of the project is to restore the area (impacted by the earthen berms' fill material) to its original grade and drainage characteristics. It was explained that the current dam removal permitting effort is independent of a site location cleanup project on another portion of the site. This cleanup effort is associated with the southeastern portion of the property and being overseen by a separate consultant (GZA).

E. Feighner noted that because the cleanup project involves federal funds (i.e. Brownfields' funds) that it should be reviewed under the Section 106 Regulations. She further noted that the cleanup area is archaeologically sensitive. J. Garvin inquired about the quality of water in the lagoon, and M. Lambert expressed that while no water quality study was done, observations suggested that the water's quality was poor. He further noted that a beaver dam currently impounds the "upstream" portion of the pond. Yet when the earthen berms are removed, water will remain impounded by the beaver dam in the pond's "upstream" area. M. Lambert stated that there has been beaver management options discussed with the property owners. Future plans for the property include efforts to maintain the beavers' populations and development of the land. D. Loiselle emphasized that at this point they are only focusing on the dam and immediate plans do not include development. E. Feighner expressed that this potential future development would necessitate cultural resource review in the future; if and when it occurs.

E. Feighner, J. Garvin, and L. Wilson agreed that no archaeological or architectural survey was required for the removal of the dam. They did, however, request that current photos of the dam and immediate area be submitted, and that any information relative to a better date of construction be forwarded to them. D. Loiselle inquired if the photos taken by NHDES Dam Bureau personnel were sufficient for submittal. E. Feighner agreed, and D. Loiselle provided her with color copies of the NHDES 2003 photos at the meeting. M. Lambert agreed to follow-up with information relative to a more defined date of dam construction.

Lisbon, Pearl Lake Brook Dam (#138.03). Participant: Deb Loiselle, NHDES.

D. Loiselle stated that the Town of Lisbon has contacted NHDES and would like to remove the Pearl Lake Brook Dam. This dam is located in the Town of Lisbon on Pearl Lake Brook, which is a tributary to the Ammoonusuc River. It is located just below the Pearl Lake Dam. The Town of Lisbon has no interest in removing the Pearl Lake Dam. D. Loiselle further noted that she would like to get an indication of the potential cultural resources associated with the removal of this dam early in the process.

A brief history of the dam was provided and was a combination of information obtained from the NHDES Dam Bureau files, review of the Lisbon Town-Wide Project Area forms at NHDHR, and a phone conversation with Lorette Clark (Lisbon Historical Society). The current dam was built in 1935 as a settling basin for the Town of Lisbon water supply. A black and white photographic negative of the dam from 1936 was shared with the individuals present. It was noted that the dam looks very similar today as it did in 1936. Based on the research D. Loiselle conducted at the NHDHR, it was noted that two sawmills existed on Pearl Lake Brook in the past. A review of the historic topographic maps from 1929 indicates that there was no dam at the current location, or anywhere else on Pearl Lake Brook. L. Clark is a lifelong resident from the Lisbon area and she did not ever recall any sawmills on this brook either. J. Garvin noted that they might have pre-existed the 1900's because it was not unusual to have sawmills adjacent to small brooks. He suggested that a reference be made to earlier maps from the 1800's.

D. Loiselle further stated that historical records from the Town noted that Lisbon Water Works had two dams, however, there was no indication of the specific whereabouts. The 1886 town records indicate the townspeople voted to use water from Mink Pond for fire suppression, and sanitary and domestic purposes for the village. L. Clark informed D. Loiselle that Pearl Lake was referenced as Mink Pond in the late 1800's and early 1900's.

D. Loiselle provided photographs from a recent field review with representatives from NHDES and the Town of Lisbon. J. Garvin commented on the intricate stonework associated with the dam. D. Loiselle noted that the Town has expressed a desire to re-use this stone for future town projects. In addition to the removal of the dam, there is a potential to provide fish passage at a downstream culvert. It is unknown at this time if this perched culvert impedes fish passage, so representatives from NHF&G and USFWS will be commenting on this in the future. This culvert is located on Elliot Road, just downstream of the subject dam. D. Loiselle did note that there appears to be a potentially historic retaining wall comprised of stone lentils just upstream of the Elliot Road culvert. She further noted that all efforts would be made to avoid this wall, if and when, the perched culvert is addressed. It is not believed that any impacts would occur to this retaining wall if fish passage was addressed at this culvert.

J. Garvin was concerned with the potential of a pre-existing dam at the current location. E. Feighner indicated that a Phase IA Archaeological Survey would suffice to determine if there was a pre-existing structure at, or adjacent to, the current dam site. The Phase IA survey would also capture any potential sawmill related features and/or artifacts. E. Feighner noted that the focus of the survey should be on pre-existing features specific to industry. It was agreed that a Phase I Architectural survey was not needed. All agreed that that a Phase IA Archaeological Survey was appropriate for this proposed project. D. Loiselle noted that she would pursue funding to do this work and would also assist the Town with the preparation of an RFP. She inquired if E. Feighner would assist by reviewing the draft RFP for the proposed survey work. E. Feighner agreed.

Lakeport Freight House. Participants: Joyce McKay and Jim Garvin.

J. McKay discussed with J. Garvin the areas of building rehabilitation for the Lakeport Freight House on which the Town of Laconia would like to proceed. The results of this discussion follow.

1. NHDOT and NHDHR had proposed taking the handicap rail across the ramp just to the left of the entrance door as you face it.

2. Insulating the underside of the floor is fine. Just remember to place the vapor barrier on the warm side adjacent to the floor so that there will be no condensation.
3. For the request about placing skirting beneath the floor along the crawl space around the pit for scales and around the water pipes, the association will need to tell the NHDHR where this area is located and the type of skirting (material/manner of installation) that it has in mind.
4. Close in the exposed areas around the building: If it is meant that closing the space in as the association has with ties along the front, that is fine. If not, the association needs to inform NHDHR how it wishes to do it and along which elevations.
5. Installing the showcases on the wall toward the shed is fine.
6. Replacing damaged or stained ceiling tiles is fine.
7. The pull down stairs to provide access to the upstairs area sounds like a good idea. As long as the installation will not affect original materials of the Freight House, it will be okay to go ahead and do that project.
8. Replacement of the wood outside door between office and platform: It was unclear which door was meant, presumably the rear pedestrian door? If so, the door that exists appears to be an older one. The association was asked to identify the door and provide additional photos. We may need to review this project more closely.
9. Installation of freight door: It is presumed that the association means the door on the front or roadside of the building. This need is understandable. NHDHR needs to know how you intend to do it. It sounds like some of the work is on the outside. How will the association affect the outside appearance? What will the inside installation look like?

[The Lakeport group subsequently transmitted photographs of the four-panel rear entrance door that they wanted to replace. The door is of the period of the freight house, which was erected in 1900. J. Garvin requested that the association repair the door rather than replace it. He suggested adding spring bronze weather stripping and sealing the crack across the one door panel. This panel could also be replaced in kind. This alternative may require replicating the molding for the panel.]

Thursday, February 9, 2006

Meredith Waukegan Street Sidewalk (federal funding). Participant: Jason Ayotte, HTA and Ram Maddali

Jason Ayotte began with a brief overview, referring to the proposed plan for Waukegan Street sidewalk. J. Ayotte explained that the purpose of this meeting was to review the final plans and address required easement concerns raised at the December 1, 2005 meeting. The slopes extend outside the right-of-way, however, only temporary slope easements will be needed for this project. The town is currently pursuing temporary easements on the property with potential Section 4(f) concerns. At this time, the town has not signed temporary easement agreements, however, it believes that the abutter is agreeable to temporary easements. He noted that the project was well outside the 25-foot area of concern for the nearby cemetery. It is ca. 100' from the project.

H. Kinter stated that because the project required temporary impacts, the project will result in "No Historic Properties Affected" and the committee signed the Memorandum of Affect.

Alstead 14540M (w/ FHWA involvement): Participants: Kevin Nyhan, Jon Evans, Mike Dugas and Charles Hood.

The Department has completed emergency repairs along NH Route 123 in Alstead following flooding. With the exception of a one-lane section at the western end of the project area where a retaining wall was required, the roadway consists of two full width travel lanes with moderate shoulders. The Department is studying a final layout of the roadway and what modifications need to be made to drainage, etc. M. Dugas presented a survey plan with the architectural resources identified.

The Town of Alstead may be receiving funds (State and Federal) to buy out properties along the flood-affected area as hazard mitigation. [It was subsequently found that of the properties listed under HB 1767 (33 properties), only 25 are in our project limits. (One of them has withdrawn from the program.)] There are approximately 43 properties, of which approximately 15 are potentially historic. NHBEM will be assisting in the preparation of the grant request for this money and requested that the Department complete any required surveys of these properties first.

Discussion focused on resources and survey needs along NH Route 123 in Alstead in flood affected areas. It was agreed that in the vicinity of Warren Lake, at "Mill Hollow," there is most probably a district. A District Area Form will be required at this location. L. Wilson wanted to know if and how the buildings between Mill Hollow and Cobb Hill Road related to the mill area. After discussion of extant buildings and buildings that were destroyed by the flood, it was determined that, with the exception of one building, the Department would complete Form Fronts for the remainder of the resources along NH Route 123 that pre-date 1956.

The first resource that will be documented will be the Wilde's property in the vicinity of Cooper Hill Road. A Full Form will be required. Roadway alignments that require acquisition of the building are being evaluated. It was noted that the level of necessary archaeological survey would be determined when the potential impacts were better known.

Dick Verville inquired if NHDOT could forward to him the number of potentially eligible properties along this corridor that are buyouts.

Hinsdale 14540N (w/ some FHWA involvement): Participants: Kevin Nyhan, Jon Evans, and Charles Hood.

The floods of October 2005 resulted in the collapse of a section of NH Route 63 adjacent to Kilburn Brook in Hinsdale, NH. Following this event, the Department constructed a single lane temporary detour, shifting the road west, away from the collapsed section. The Department is currently planning the construction of a permanent fix to these temporary repairs. The limits of work begin approximately 1,300 feet north of the intersection with NH Route 119, and continue north approximately 1,000 feet. Work may include roadway and pavement rehabilitation and/or reconstruction, as well as drainage and guardrail improvements.

Jon Evans presented a survey plan with the architectural resources identified. It was agreed that the downtown district likely extends north along NH Route 63 to the detour location and includes the "Green House." A Project Area Form will be needed to determine the boundaries of any district within the project area. Contributing and Noncontributing elements should be considered. Joyce McKay indicated that the modular home to the north of the "Green House" is likely located

at the site of a previous structure and therefore may also need to be investigated for archaeological resources. Roadway alignments that require acquisition of the building are being evaluated. It was noted that the level of necessary archaeological survey would be determined when the potential impacts were better known.

Flying Yankee. Participants: Kit Morgan.

The Flying Yankee is a TE project begun about 1996, and it was never closely coordinated with the SHPO. Bob Morrill owned the Flying Yankee and had wanted to buy the Mountain Division. This project never came to fruition, and he sold the Flying Yankee to the state for one dollar. In 1996 an advisory committee was formed to deal with the Flying Yankee's restoration. In 1997, it signed a contract with the Claremont-Concord Railroad for its restoration. The undertaking was based on a specification prepared in 1990 for the former owner, Bob Morrill. The group signed an MOU with the Department to undertake the project in 1998. It received TE funding of \$800,000 in 1999. Some of that money was needed for track work in West Lebanon and White River Junction and the rebuilding of the Y in Claremont on which the Flying Yankee was suppose to run.

Harry Kinter noted that the Department and FHWA had assumed that the Flying Yankee was eligible for the National Register, but no formal DOE was ever recorded. J. Garvin was concerned about whether the restoration was being completed in accordance with the Secretary of the Interior's Standards. K. Morgan stated that the original an independent railroad consultant did plans and that it would be a safe assumption that the consultant was not acquainted with the Standards. However, the Claremont-Concord did use plans from the 1930s, and the work that was done was completed meticulously. The train was going to be rehabilitated to a standard that would allow it to run on any track, which would be a high standard. However, there is no national standard for antique trains. To achieve this goal, Amtrak was supposed to inspect and certify the Flying Yankee when the restoration was complete. Amtrak, which has some experts in restoration of antique equipment, did visit the restoration at one point and provided some guidance.

The restoration progressed slowly and eventually the board became disillusioned with the project. The project went through considerable funds, much more than the original TE funds. For example, the board received an additional 600,000 dollars in TE funding in 2002. The original completion date was in 2003 when the Claremont-Concord ran out of funding. At that time, the board told the company to stop work. The work had come to involve a legal dispute. In 2003, the board and Department decided to change their relationship, and the Department acquired the oversight of the restoration with the Claremont-Concord. However, the Department was never able to reach an agreement on the proposal for work. Needing more time to raise additional funding, the Department moved the train in the summer of 2005 to Lincoln for storage at no cost. At this time, 2.5 million has been spent and the project requires 1.5 million for completion. Passed costs have been consumed by taking the equipment apart and stripping it down and working on the engine. New piston liners were built. A lot of off-the-shelf components were purchased. The B car is completed. The remaining work includes the brake and power systems. The engine needs to be replaced.

The state sought new specifications. While the Department has accepted the specs, it lacks the funding to proceed. J. Garvin requested a copy of the specs for their review.

NH Routes 31 and 9 and West Main St. Participant: John Theriault, Consultant for Wal-Mart (Ames A/E); James Petrolupos, Hayner and Swanson, Inc.; C.R. Willeke and Charles Hood, NHDOT District 4; John Merchant GCG; and Albert Rex, Historic Consultant.

Representatives of Wal-Mart attended the meeting at the NHDOT to go over the off-site roadway improvements resulting from the proposed Wal-Mart. The proposed property would be located off West Main Street in the Town of Hillsborough.

James Petropulos provided a brief introduction for the attending Wal-Mart representatives, discussing the current status of the project. The proposed Wal-Mart is to include 155,000 square feet of retail space and be located on the north side of West Main Street. On the south side of West Main Street, additional store parking is provided in order to satisfy the Town of Hillsborough's local ordinances. This additional parking will also provide access to the adjacent existing commercial properties on the south side of West Main Street.

The site will be accessed from West Main Street by a single signalized entrance. Wal-Mart has obtained Albert Rex to complete an assessment of the impacts resulting from the proposed Wal-Mart on the historical resources in the vicinity of the project. He will prepare a report to be submitted to NHDHR in accordance with the Section 106. Fifty percent complete plans of the offsite improvements have been submitted to NHDOT and Wal-Mart is awaiting comment from the Department on those plans.

John Theriault then gave a brief overview of the study area that was agreed upon by the NHDOT and the Town of Hillsborough at the project Scoping Meeting for the Traffic Impact Study. An aerial photo of the project area and colorized plans of each offsite improvement were provided to assist with the review of the project.

NH 31/ Route 9

At the intersection of NH 31 and Route 9, the offsite improvements provide an exclusive left turn lane on NH 31 and a right turn lane on Route 9 for westbound Route 9 traffic turning onto NH 31.

John Theriault explained that much of the design standards at this intersection were reduced from desirable design criteria in order to lessen impacts to the Franklin Pierce Homestead on the east side of NH 31. The design compromises included utilizing 11-foot travel lanes and 2-foot shoulders as well as sharper taper rates for the turn lane in order to reduce the length of improvements. The alignment of NH 31 was slightly shifted to the west so that all widening necessary (6'±) to complete the improvements occurred on the west side of NH 31.

Most of the compromises in design to reduce impacts were discussed at the March 10, 2005 meeting held at NHDOT that included State staff as well as members of the Hillsborough Historic Society and Hillsborough residents. John Theriault and John Merchant represented Wal-Mart at this meeting.

West Main Street/Route 9

Along Route 9 between the intersections of NH 31/Route 9 and West Main Street/Route 9, a raised median island is being proposed that begins at NH 31 and terminates approximately 350 feet east of West Main Street. The addition of this raised island results in limiting vehicle access to West Main Street to right in and right out. Motorists wishing to head west (making a left) on Route 9 from West Main Street will have to utilize the intersection of Route 202 /West Main Street and access WB Route 9 at the ramps.

Left turns from Route 9 onto West Main Street will also be prohibited. Traffic counts at this location however showed this move being very low with most motorists from the east (Concord) accessing West Main Street at the interchange to the east.

An exclusive right turn lane is being proposed on Route 9 to accommodate eastbound motorists wishing to turn right onto West Main Street.

Wal-Mart Site Entrance/West Main Street

The proposed site entrance is a four-leg signalized intersection. Directly opposite the Wal-Mart driveway, an approach is proposed to access proposed parking and the existing commercial properties on the south side of West Main Street. Crosswalks, pedestrian push buttons and signal heads, and an exclusive pedestrian signal phase will be provided at the intersection to safely accommodate crossing pedestrians.

At the site driveway, West Main Street will provide a single through lane and an exclusive left turn lane in each direction. An exclusive right turn lane is also provided for westbound motorists on West Main Street wishing to make a right turn into the site driveway.

The site driveway will provide a single entering lane and two exiting lanes, (combined left turn-through lane and an exclusive right turn lane. The access to the proposed parking and commercial properties on the south side of West Main Street will provide a single lane where all turning movements can be made.

West Main Street/Route 202 (McDonalds Intersection)

The intersection geometry and traffic signal operation at the intersection of West Main Street/Route 202 will be modified to accommodate the increased traffic resulting from the proposed Wal-Mart as well as the revised traffic circulation due to the proposed raised island at the intersection of West Main Street/Route 9.

An additional left turn lane is proposed for the eastbound West Main Street approach and an exclusive right turn lane will be constructed for southbound motorists on Route 202 making a right onto West Main Street.

Once the overview of the improvements was complete, a discussion ensued concerning how the distribution of Wal-Mart traffic was determined and how much traffic was expected to utilize the Second NH Turnpike. John Theriault explained that traffic distribution was determined based on the current proportions of traffic utilizing the different intersections within the study area as determined by actual peak hour intersection turning movement counts. According to the traffic counts, the 2nd NH Turnpike approach to the Route 9 intersection experiences low traffic volumes during the peak hours, (31 vehicles - weekday PM peak hour, 46 vehicles - Saturday midday peak hour). Based on these low existing traffic volumes as compared to the other intersections within the area, we do not expect a significant increase in traffic utilizing 2nd NH Turnpike. Only 16 percent of all Wal-Mart customers are expected to originate from the west with Route 9 at 9 percent, NH Route 31 at 6 percent, and 2nd NH Turnpike at 1 percent.

[It was noted that Albert Rex had been working with E. Muzzey at NHDHR to develop a scope of work for the area from the Pierce Homestead south to the Lower Village and along the Second NH Turnpike. For the Lower Village, NHDHR will need to know what the nature and extent of eligibility of the area is and what will the effects will be. The work, which needs to be done to

protect these resources, needs to be defined. J. Garvin expressed concern about the rehabilitated stone arch culvert that forms a one-lane bridge along this road. It acts as a funnel to traffic, and he was seeking assurances for its protection. Albert Rex was asked to include in his historical assessment the potential increase in traffic utilizing 2nd NH Turnpike and the impacts that may result. L. Wilson noted that Section 106 needed to be completed and accepted and any mitigation determined before construction begins. A. Rex is still in the identification stage. L. Wilson thought that it was important to plan for protecting extant resources now rather than waiting until they are threatened. C. Hood asked if the folks at DRED still had questions about what was occurring. He was uncertain if they are on board. It was noted that, because the permits were coming from the Army Corps, Rich Roach is the contact person for Section 106 issues. L. Wilson explained when A. Rex had completed the requested scope the DOE committee would review them. Once the forms are accepted, then there would be an effects meeting at the NHDOT Cultural Resources meeting to determine impacts and mitigation.]

Wal-Mart was asked to provide Johanna Lyons of DRED with copies of the proposed roadway improvement plans at the intersection of NH Route 31 and Route 9.

I believe I have included the major topics discussed during the February 9, 2006 meeting. If anyone has any additional comments or believes there to be any major omissions, please feel free to contact me at 207/947-0153 ext 343.

Rochester, X-A000 (320), 14350. Participant: Jamie Paine and Roch Larochelle.

The City of Rochester is reconstructing Washington Street to match up with state work at Exit 13 from the Spaulding Turnpike. The federally funded portion of this project covers the Strafford Square area. The remainder is funded by the city. At the square, the project will involve two parcels one of which is a contributing property in a larger district. The square itself was also found to be contributing. IAC primarily looked at the Strafford Square portion of this project.

There appears to be a cemetery at the juncture of the state and city projects along Washington Street near Brook Street. IAC did not note any sensitive areas at this location. A cemetery is noted on the deed of the property owner. Some involvement with this property was planned for the signal at Brook and Washington. Both the state and CLD will look at the design and try to pull off the property. However, some slopes may go over the right-of-way line. A retaining wall could be put in the right-of-way. If this area needs to be acquired by the project, a phase IB may be needed. [As of 3/14/2006, the state was able to stay off the subject property.]

Acworth 14540T, Stoddard 14540G, and Alstead Rigid Frame (w/ FEMA involvement): Participant: Tim Boodey and David Scott.

The district intends to repair the double stone arch bridge in Stoddard. It has stabilized the arch by placing sand bags at either end of the bridge. It will need a dredge and fill permit to do the work, which will entail diverting water from the damaged arch through the second arch. The lead individuals will be those who worked on the stone arch bridge in Hillsborough. The work will need to be done at the low water this summer. The job would take about three months. J. Garvin noted that some of the stones, some with the iron railing attached, that belonged to the arch had fallen into the brook and should be salvaged. He stated that the stones from the bridge should be much lighter than those in the stream. The district will have two crews on the job and

will attempt to pull the appropriate stones out of the brook and place them back in as near their original position as possible. J. Garvin indicated that he would send over any pre-flood photographs of the bridge to assist in its reconstruction. It was also noted that the sinkholes over the undamaged arch should be filled. The cost of the project is estimated to be \$162,000. T. Boodey was uncertain whether FEMA funding would be available. A no adverse effect memo should be signed.

D. Scott stated that the rigid frame bridge in Alstead had settled about 10” on one end. The repair would include pressure grouting the deck, which had cracked. About 3” will be taken off the deck and a new deck will be poured, raising the total height slightly. The downstream wing wall near the library will require replacement. J. Garvin stated that since the bridge was constructed in 1956, it is not eligible for the National Register. It was a late-vintage example, and that many others were extant. No further coordination will be needed for this work.

The 16’ span jack arch bridge in South Acworth is on the red list. J. Garvin and J. McKay found that the bridge had not been inventoried. Since it is an early example, dating to about 1915, it will require a full form. It was suggested that a brief context developed for the jack arch in other HAER reports be placed on the form. Research in the town files will be necessary. The bridge also falls in a potentially historic district. The extent of the work beyond the bridge should not be great. It was noted that an historic archaeological site, a former mill, is located along the road to the west of the bridge. [Completion of the form has been delayed until NHDOT knows the extent of the project and the extent of potential effect.]

Rindge Surplus Land, SP-12706-2. Participant: Christine Perron

The department received a request from an abutter (West Rindge Baskets) to purchase a 4600 sq. ft. parcel in West Rindge. The parcel is located on West Main Street adjacent to the Monadnock Branch railroad corridor (now a recreation trail). Edna Feighner reviewed this parcel prior to the meeting. She determined that archaeological resources could exist on the parcel, therefore if the use of this property requires excavation, then the buyer should be required to conduct all necessary phases of an archaeological survey. The survey would need to be completed by an archaeologist qualified under 36 CFR 61 to perform Native American and historic archaeological investigations. Those present at the meeting determined that no other historical resources were of concern.

Lakeport Freight House. Participants: J. Garvin and J. McKay

J. McKay and J. Garvin discussed one item on the list of improvements to the building requested by the Lakeport Association. The association asked if it could replace the four-panel rear door to the loading dock. J. Garvin stated that the door appeared to date to 1890 or 1900 and may be original to the building. He requested that the door be kept and repaired in-kind. He suggested placing spring bronze weather stripping around the door and fixing the cracked panel on the door. The cracked panel could be replaced, which may entail some adding some missing molding and planning the edges, or repaired by sealing the crack. The crack can be filled with plastic wood, and the door painted.

****Memos:** Lee 14387; Newington-Dover 11238; Deerfield, bridge 127/078 (municipal); Swanzey, A-000(105), 13904 (municipal); Randolph 14389 (municipal); Bath 14439 (municipal).

Submitted by Joyce McKay, Cultural Resources Manager

c.c.	J. Brillhart	K. Cota	N. Mayville	Bill Cass
	C. Barleon, OSP	C. Waszczuk	D. Lyford	
	V. Chase	R. Roach, ACOE	H. Kinter, FHWA	

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